



NEW LITHIUM BATTERY SAFETY PROTOCOL FOR SHIPPERS

Ocean Freight Carriers are now demanding that shippers provide extra information regarding any goods they are shipping that have lithium batteries or lithium-ion batteries. This is to try and reduce the risk of fires, so their ships don't suffer the same consequences as the Morning Midas and the Felicity Ace.

Lithium and Lithium-ion battery fires are extremely difficult to extinguish, as the fire is self-oxidizing. Which means even if you remove all oxygen and submerge the battery in water, it will still continue to burn.

With these new regulations we could see that carriers will take 3-5 working days to confirm a booking will be accepted for the cargo.

FAQ

What do Shippers now need to provide?

- Material Safety data sheet (MSDS): Detailed instructions on how to handle the goods and the battery properties.
- UN38.3 Test Report: This is a document confirming the battery has passed safety test under UN guidelines, ensuring the batteries are safe for sea transport

What is UN38.3 report?

The UN38.3 test report is a key document for demonstrating compliance with United Nations regulations for transporting lithium batteries.

Where do I get a material safety data sheet and UN38.3 test report?

You should get the material safety data sheet (MSDS) and UN38.3 test report from the manufacturer or the supplier.

What are some examples of goods that fall under these new regulations?

Laptops, e-bikes, e-scooters, phones, tablets, power banks, smart watches, cameras, some toys and more.

What hazardous class are lithium and lithium-ion batteries?

Lithium and Lithium-ion batteries are classed as Class 9 on the dangerous goods index.

If you have any questions regarding Lithium and Lithium-ion batteries, please contact me on:

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